

Yachts.

NORDDEUTSCHER LLOYD,

BREMEN.

IMPERIAL GERMAN MAIL LINE.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"SCHARNHORST" Capt. L. Mass.	WEDNESDAY, Noon, 12th August.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"DERRFLINGER" Capt. G. Meister	About WEDNESDAY, 12th August.
MANILA, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ SIEGMUND" Capt. D. Less	THURSDAY, 5 P.M., 13th August.
KUDAT and SANDAKAN	"BORNED" Capt. F. Sembill	Beginning of August.

For further Particulars, apply to.

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,
GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 30th July, 1908.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FOORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.
TO and FROM JAPAN via SHANGHAI.

FOR	STEAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA, YAPAN	Sellier	3rd Aug., P.M.	
MARSEILLES, VIA PORTS	TOULONNE	Lancelin	4th Aug., at 1 P.M.
SHANGHAI, KOBE, YOKOHAMA, AUSTRALIA	Verron	17th Aug., P.M.	
MARSEILLES, VIA PORTS	ARMAND BERNIC	Gulouet	18th Aug., 1 P.M.

Transhipment on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £27.10 up to £71.10, 20 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. NALIN,
ACTING AGENT,
QUEEN'S BUILDINGS.

Hongkong, 31st July, 1908.

[14]

CHARGEURS RÉUNIS.

FRENCH STEAMSHIP CO.—HEAD OFFICE: PARIS.

ALL ROUND THE WORLD LINE.

Outward: ANTWERP, DUNKIRK, LA PALLICE, MARSEILLES, GENOA, NAPLES, COLOMBO, VIA SUEZ, SINGAPORE, HONGKONG, CHINAWATAO (Peking, Tientsin), KOBE, YOKOHAMA.

GENOA to HONGKONG in 30 DAYS.

NAPLES

Unique opportunity to make a tour in North-China and Japan with the Greatest Speed, Safety and Comfort.

Transpacific: VICTORIA (B.C.), VANCOUVER, SEATTLE, SAN FRANCISCO.

Connecting with the Canadian Pacific Railway.

FREIGHT TO OVERLAND.

PASSENGERS TO OVERLAND and EUROPE via VANCOUVER.

YOKOHAMA—VANCOUVER, 13 DAYS.

LONDON and PARIS ... 25

Homeward: MEXICO, RIVER PLATE, BRAZIL, LA PALLICE, LIVERPOOL, VIA MAGELLAN STRAITS.

Proposed Sailings:

1 QUESSANT 27th Aug. 1 MALTE 12th Oct. 1 GRYLAN 26th Nov. 1 CORSE 11th Jan.

No passengers. Intermediate class and rates of passage. New Twin Screw 16,000 T. displac., 1st class accommodation, splendidly equipped with single berth cabins. All round the world ticket by these boats.

For further Particulars, apply to

P. NALIN, FRENCH MAIL OFFICE.

Hongkong, 27th July, 1908.

[15]

WEST RIVER BRITISH STEAMSHIP COMPANIES.

HONGKONG-WU CHOW LINE.

THE Steamers
"LINTAN" and "SAN-UI"
SAIL FROM HONGKONG TWICE A WEEK AND COMPLETE THE ROUND TRIP IN 4 DAYS.
These steamers have Excellent Saloon Accommodation, and are Lighted Throughout by Electricity.

THE CLIMATE ON THE WEST RIVER DURING THE WINTER MONTHS IS
EVERY FINE AND EXHILIRATING.

For further information apply to—

BUTTERFIELD & SWINEY

AGENTS,
WEST RIVER BRITISH LINE COMPANIES.

Hongkong, 26th March, 1908.

[16]

Intimation.

THE YOKOHAMA DOCK CO., LTD.

NO. 1 DOCK.

Length inside 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

NO. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft. bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the situation of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent pattern for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required, and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 508, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebers, Scotts, A. 1, and Watkins.

Yokohama, May 3rd, 1908.

Shipping—Steamers.

JAVA-CHINA-JAPAN LIJN.

REGULAR THREE-WEEKLY SERVICE
BETWEEN
JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TIJIPANAS	JAPAN	First half Aug.	JAVA	First half Aug.
TIJILATJAP	JAVA	First half Aug.	SHANGHAI	First half Aug.
TIIWONG	JAPAN	First half Aug.	JAVA	First half Aug.
TJIMAH	JAVA	Second half Aug.	SHANGHAI	Second half Aug.
TJIKINI	JAPAN	First half Sept.	JAVA	First half Sept.

The Steamers are all fitted throughout with Electric Light, and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherland India Ports or through Bills of Lading.

For Particulars of Freight and Passage, apply to

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.

YORK BUILDINGS, 1st floor, Hongkong, 30th July, 1908.

DWARF TREES.

DIRECTIONS FOR THEIR MANAGEMENT.

To maintain dwarfness in the trees, pinch back the young growth; this we usually do from April to the middle of June and always with the finger and thumb, a practice followed by the late Mr. Thomas Rivers of Sawbridgeworth, England, when preparing his dwarfed fruit trees for fruiting in pots. In *Thea obtusa* we pinch out the points of the young growth all over the plant to maintain the form; this practice we also apply to *Cyprismonia* and all other conifers except *Pineus*. In *Pineus* we pinch out the points of the irregular growth simply to maintain the shape of the plant. Pomegranate, *Lagerstramia*, *Indica*, flowering peach, flowering cherry, etc. we pinch back the non-flowering shoots either before or after blooming; *Wistaria* in July and August we pinch back all the young growth leaving only 4 or 5 leaves on each shoot. Maple and other deciduous trees are pinched back at the same time as *Thea obtusa* leaving 2 or 3 leaves as may be necessary to maintain the desired shape of the plants. Should a second growth be made the same rule is followed of pinching out the points.

MANURING.

When the trees commence growing in spring we give manure twice a month, say March, April, May and June, again September and October; in the hot days of July and August, we give no manure and the same in winter and early spring, the plant then being at rest; the best manure is finely powdered oil cake or bone meal, to a gardener's foot in diameter we give 3 or 4 large teaspoonsfuls not heaped, of this dry manure spread evenly round the edge of the jardiniere, a larger or smaller jardiniere will require more or less, a small jardiniere say 3 inches by 6 inches, half a teaspoonful will be ample each time.

REPOTTING.

This is done by us once in 2 or 3 years as follows:—Lift the plant out of the jardiniere and with a sharp pointed stick remove about $\frac{1}{2}$ of the old soil around the edges and bottom, cutting away a portion of the strong roots, then replace the plant in the same jardiniere first looking to the drainage; for a small shallow jardiniere we use a flat piece of tile or a flat crock over each hole; over this spread some rich fresh soil, neatly balance the plant and fill up with the same rich fresh soil to within $\frac{1}{2}$ an inch of the rims; this holds the water and prevents the manure being washed over the sides of the jardiniere to prevent the escape of water, it being of the first importance that the entire ball of soil around the plant be moistened at each watering; should the watering of the plant at any time be neglected and the soil become quite dry put the jardiniere a tub of water for 10 or 15 minutes, not longer, and if the injury is not too serious the plant will recover. In the case of large plants we use hollow crocks for drainage the same as those used by growers of specimen plants. After several repottings, the plant having increased in size shift into a larger pot, but as dwarfness is the thing aimed at the smaller the shift the better. Repotting should be done in February or March, just before spring growth commences.

We advise when it is possible to get the above work done by a good gardener who has been accustomed to the handling of Heatha, New Holland plants, etc. In the case of very shallow jardinières we find it desirable annually to replace a portion of the old soil to maintain a healthy growth.—Report, Botanical and Forestry Dept.

Intimations.

THE STATE FIRE INSURANCE CO., LTD.

HAVING been appointed AGENTS of the above Company, we are prepared to grant Policies against Fire or approved Foreign and Chinese risks at current rates of premium.

CRUZ, BASTO & CO.
Canton, 30th July, 1908.

[14]

WANTED TO LET.

4 or 5-ROOMED HOUSE in Macdonnell or Kennedy Road, or neighbourhood. From 1st September.

J. N.
C/o Hongkong Telegraph.
Hongkong, 31st July, 1908.

[15]

TO LET.

ONE ROOM in PRINCE'S BUILDING, Top Floor.

Apply to—
S. J. DAVID & CO.,
Prince's Building.
Hongkong, 1st June, 1908.

[16]

TO LET.

GODOWN No. 54, DUDDELL STREET.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 1st August, 1908.

[17]

TO LET FROM 1ST SEPTEMBER.

AT SHAMEEN, CANTON.

HOUSE No. 103 (Kwai How Building)

at present in the occupation of the I. M. Customs.

Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.

Hongkong, 1st August, 1908.

[18]

For Sale.

THEATRE MAY NOW ALSO BE OBTAINED IN DRAGÉE (TASTERS) FORM.

A WONDERFUL DISCOVERY.

This is the age of research and experiment, when all nature, so to speak, is transacted by the sciences in secret, and the result is that man

Telegrams.

[Reuters.]

Labour Riots in France.

London, 31st July.

Serious labour riots have occurred at Draveilvigneux and Villeneuve near Paris. The rioters barricaded the streets, pelted the troops with cobbles, and used revolvers freely, wounding several.

The troops at length fired on the rioters, and stormed the barricades amidst showers of cobbles, bottles, syphons, cafe chairs, and revolver shots fired from the barricades, and windows and roofs of the houses.

The strikers finally fled to the fields pursued by the cavalry whom they repelled from the railway embankments which, the horses being unable to scale, the troops finally dismounted and carried the position with swords, many more being injured here on both sides.

Later.

Old Age Pensions.

The Commons have rejected the Lords' amendments to the Old Age Pensions Bill, some on the ground of breach of privilege, and others on their merits.

Lord Lansdowne, who vigorously protested, declared that the action of the Commons would prevent the Lords from discussing any measure of social reform.

1 August.

The Lords have passed the Old Age Pensions Bill, but in view of preventing the establishment of a precedent, a resolution was passed declining to accede, in the Speaker's ruling that their amendments were a breach of privilege.

The Paris Riots.

Yesterday's outbreak in the environs of Paris was practically a revolutionary skirmish, preceded by a manifesto of the Confederation of Labour, ordering a universal strike within twenty-four hours as a means of bringing the capitalists to their knees.

The troops behaved with the greatest forbearance, and the day ended in the complete discomfiture of the rioters.

Sixty-nine officers and soldiers were injured in the riots at Draveilvigneux.

Several of the rioters have been imprisoned for terms varying from a week to four months.

The Secretary of the Confederation of Labour and a leading member of the society have arrived.

HONGKONG VOLUNTEER CORPS.

PROMENADE CONCERT.

On Saturday night, a grand promenade concert was given on the spacious Volunteer Parade Ground. The place was beautifully decorated for the occasion with Chinese lanterns and plants, a special feature of the decorations was a number of variously coloured lamps ingeniously placed among the palms, which gave a fairy-like appearance to the scene. There was a very large number of ladies and gentlemen present, including several military officers. The concert was robbed of part of its success, by the absence of Captain P. H. Mitchell-Taylor, A.D.C. to the Governor, owing to indisposition. Captain Taylor's name was down on the programme for two songs. It may be remembered that the concert was to have taken place on the 18th of last month, but it had unavoidably to be postponed, on account of the sad death from meningitis of 2nd Lieutenant Guy Blood.

The first part of the programme opened with a selection, "The Gladiator," by the Band of the 3rd Middlesex Regiment, which was appreciated. The second item was a song, "When Songs Have Paused Away," by Mr. E. Berkeley Ayris, which was most pleasantly rendered. "A May Morning," by Mr. Philip W. Goldring, was a decided success, and won the applause it deserved. Mrs. Dealy's "Mission of a Rose," and a song by Lieut. R. M. Crose, R.G.A., were the last two songs in the first part, both of which were applauded. Sullivan's "Haddon Hall," by the Band of the Middlesex Regiment, brought the first part of the programme to a termination.

There was a short interval, during which the Pipes of the Hongkong-Singapore Battalion, R.G.A., played a Highland selection.

The second part of the programme opened with "Miss Hook of Holland," by the Band of the Middlesex Regiment. Then followed "The Trumpeter," by Surgeon-Captain C. Foray, of the Hongkong Volunteer Corps, whose voice was heard to great advantage in the particular piece. A capital song by Mr. P. W. Goldring was the next item, which elicited tremendous applause, and Mr. Goldring was obliged to give another song. But the hero of the evening was Mr. L. Hutchison, whose funny anecdotes proved by far the best portion of the evening's programme, and highly amused the audience. A very clever impersonation of a London quack was faithfully portrayed to the audience. The verbosity of the language used quite awa-inspired his hearty. A second catchy anecdote, entitled "How Bill Adam won the Battle of Waterloo," was related in Mr. Hutchison's inimitable style, and when it at last came to a conclusion, the applause was simply deafening. Lieut. R. M. Crose, R.G.A., was scarcely less amusing with his remarkable skills at the piano. His pianist ability to create a medley of tunes made the audience roar with laughter. "Mumbin's Moon," the last item on the programme, was then struck by the band, and "God Save the King" brought a very enjoyable evening to a close.

CANTON DAY BY DAY.

THE LATE MR. FONG SHIN-TING.

[From Our Own Correspondent.]

Canton, 1st August.

The body of the late Mr. Fong Shin Ting, a member of the directorate of the Canton-Hankow Railway, who lost his life in the S.S. Ying-King when she foundered, has been recovered and brought up to Canton yesterday. The coffin will be temporarily laid in the Shang Shan Monastery, pending the selection of a site for a tomb. As Mr. Fong met his death while on the Company's business, all expenses of his funeral will be defrayed by the Company.

CHINESE GUNBOAT WRECKED.

The gunboat Chub-Sai, belonging to the Salt Comptroller's Yamen, was wrecked during the typhoon in the vicinity of Macao while on preventive duty. The gunboat Chen To has been despatched to the scene to recover any dead bodies and to render any assistance she may be called upon to do.

CANTON-HANKOW RAILWAY.

On receipt of the intelligence from Peking that H. E. Chang Chih-Tung has been appointed superintendent of the Canton-Hankow Railway by Imperial Decree, the board of directors of the Company here at once convened a meeting and it was resolved to send a telegraphic petition to Peking requesting the Imperial Government to cancel H. E. Chang's appointment on the ground that the Company has, from its inception, been a commercial undertaking. The Railway Company has also asked

H. E. Viceroy Chang Jen-Chu for his support in memorializing the Throne on the subject.

SECOND CALL-ON SHARES.

The Ol' Yuk Charitable Institution has begun collecting, from the 1st day of the 7th moon (the 26th July), the payment of the second call on shares for the Canton-Hankow Railway Company, but it is found that the payment does not seem to be readily forthcoming, and only a sum of about \$3,000 has been collected since that date. This is perhaps the outcome of the railway shareholders' agitation against the appointment of H. E. Chang Chih-Tung as superintendent of the Railway, which from the present outlook of affairs will likely be put under the control of officials.

FLOOD FUND BAZAAR.

Chan Li-chai, a well-known medicinal pills dealer, has contributed to the forthcoming Flood Fund Bazaar 100 pieces orange peel, which are said to be of very great age, and possessed of wonderful curative properties and of great value according to Chinese notions.

PROMOTION.

The Viceroy has recently recommended the present Kwangchow prefect, Chan Mong Tsang, for promotion as a Tae-tai of Constabulary in Canton. Prefect Chan has held his present position here for two terms of office. He is a very popular and energetic official, especially in the organization of the Cheap Rice Distribution for the supply of the poorer classes of the community, and in aiding the sufferers by the recent flood.

THE VISIT OF THE U. S. FLEET.

ARRANGEMENTS AT AMOY.

Tao-tai Mei Hsing-tien, head of the Tientsin branch of the C. M. S. N. Co., has left that port for Amoy, via Shanghai, to join Vice-Admiral Sha Ch'en-ping, Commander-in-Chief of the Peiping and Nanyang squadrons of the now-reduced Chinese Navy, in making preparations for the reception of the American Pacific Battleship Fleet, which is due to arrive at Amoy on September 14. Besides Admiral Sha and Tao-tai Wei, the Commissioner of the Imperial Maritime Customs at Amoy will also take part in the reception on behalf of the Chinese Government. The Viceroy at Foochow has been instructed to entall monies spent on this occasion to the Government's account for 1903. The Chinese officials will repair a number of ancient temples, will attend to the building of a wharf, the construction of new roads, the erecting of a grand stand after foreign methods in the parade ground for the American admiral and his staff to review Chinese troops, the purchase of several hundred new rickshaws from Japan for the conveyance of the American marines and sailors on land and will arrange a number of receptions to the officials and marines of the various battleships during their sojourn at Amoy as guests of the Chinese Government.

THE CANTON-HANKOW RAILWAY.

At the suggestion of Governor Cheng Chih-tai of Kiangsu, the Grand Secretary and Councillor of State Cheng Chih-tung has been appointed Director-General of the proposed Canton-Hankow trunk railway in view of the slow progress being made and the friction between the native gentry, officials and merchants of the three Provinces, Kwangtung, Hupeh and Hunan, through which the important line will pass.

The first subject to engage H. E. Chang Chih-tung's attention will be the problem of raising the sum of Tls. 50,000,000 required to build the trunk line at a time when money is scarce in every part of China. The longest section of the line is in Hunan Province; but by agreement, a certain portion in Hunan will be built by the Cantonese, who are considered to be better off financially than the provincial government of Hunan and Hupeh.

According to the agreement signed between H. E. Chang and the Hongkong Government in 1904, the British Government will be asked first to supply the funds if a foreign loan is required for the construction of this important trunk line in south and central China and we hope to see that this clause, which will be beneficial to both China and England, will be strictly adhered to by both parties, writes the Peking correspondent of the *N. C. D. News* on 18th July.

CORRESPONDENCE.

We do not necessarily endorse the opinions expressed by Correspondents in this column.

To the Editor of THE HONGKONG TELEGRAPH.

Sir,—Having heard several remarks passed to the effect that the "Simms-O'Rourke" boat was going to be a fight, I take this opportunity to express myself in the premises.

This boat will undoubtedly be the best ever put out on Hongkong. In Shangchau last year, Simms and O'Rourke fought a fifteen round draw, which subsequently resulted in much bad feeling between the two parties, and the coming fight will decide the best man.

Sporting men of repute in Shanghai stated that the fight of S. in as and O'Rourke, at that place, was the best ever witnessed there, and also elsewhere in the Orient, they believed. The reports of the fight in the Shanghai papers will corroborate this statement.

On board the *Wilmington* there is much at stake, it being that one of these men is in the engineers' force, and the other on deck; and all who are acquainted with man-of-war affairs will readily understand that each side will be faithfully supported.

In addition to the above reasons, the *Wilmington* has acquired a sporting reputation which it can't afford to lose.

Ensign W. D. Greetham, U. S. Navy, of the U. S. S. *Wilmington*, widely known in Hongkong, has condescended to release the boat; and all who know Ensign Greetham, know him as a square man and a good sportsman.

W. H. BROWNSKI,
Manager.

U. S. S. *Wilmington*,
Hongkong, August 1st, 1908.

THE OPium CONTROVERSY.

MR. J. O. P. BLAND AND MR. THODORE TAYLOR.

The Shanghai correspondent of the London *Times* addressed the following letter to that paper from Peking on the 27th May:—Referring to Mr. Taylor's letter in *The Times* of April, under the heading of the "Anti-Opium Movement in China," in which he criticizes an article of mine on the same subject, published in *The Times* of April 4, I trust you will permit me to draw your attention to certain errors in his statement, errors which, if uncorrected, are calculated further to mislead the British public on a subject wherein sound judgment is being grievously sacrificed to sentiment.

While appraising "the genuineness of the determination of China's Government to stamp out this great curse," he observes that the Empire is "a loose federation of semi-independent provincial governments," implying, I presume, that from such a body-politic too much must not be expected; and finally, he says that "the results up to now are simply marvellous." In one sense I concur in this conclusion; the results of the Chinese Government's policy are simply marvellous in English and other countries where ill-balanced sentiment, often outweighs the teaching of history and political science; but when he quotes the best observers on the spot, such as Sir John Jordan, Sir Robert Hart, and the Peking Correspondent of *The Times* as sharing his opinion as to marvellous results in China, I can only say that the wish was father to the statement, for not one of the three gentlemen to whom he refers holds, or held, this opinion. They are, as we all are, entirely sympathetic, assured also of genuine national impulse at the back of the movement, and the strength of public opinion, but they suspend judgment; as all but enthusiasts must do, in deciding as to the genuineness and effect of the Government's attitude and actions.

On the other side of the question, the side which the curiously optimistic attitude of modern humanitarianism declines to consider, let me give the actual words of an English missionary doctor, an observer far more "on the spot" than any gatherer of facts and opinions in Peking. Dr. Mai, of the Church Missionary Hospital at Hangchow, says:—

—For more than a quarter of a century we have made consistent protest against the habit, the construction of new roads, the erecting of a grand stand after foreign methods in the parade ground for the American admiral and his staff to review Chinese troops, the purchase of several hundred new rickshaws from Japan for the conveyance of the American marines and sailors on land and will arrange a number of receptions to the officials and marines of the various battleships during their sojourn at Amoy as guests of the Chinese Government.

The first part of the programme opened with a selection, "The Gladiator," by the Band of the 3rd Middlesex Regiment, which was appreciated. The second item was a song, "When Songs Have Paused Away," by Mr. E. Berkeley Ayris, which was most pleasantly rendered. "A May Morning," by Mr. Philip W. Goldring, was a decided success, and won the applause it deserved. Mrs. Dealy's "Mission of a Rose," and a song by Lieut. R. M. Crose, R.G.A., were the last two songs in the first part, both of which were applauded. Sullivan's "Haddon Hall," by the Band of the Middlesex Regiment, brought the first part of the programme to a termination.

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Government's indifference in Korea nor to her action in any territory under her own protection or control. What I did say, and maintain, is that if England is supporting the Chinese Government in abolishing opium-smoking in Chinese territory, its attitude would gain in force and effect if supported by our Japanese allies, and I pointed out that Manchuria, which is Chinese territory, the Japanese authorities are openly encouraging the opium traffic.

Unjustifiably substituting "Korea" for Manchuria, Mr. Taylor arrives at

the conclusion that we should not criticize

Japan's action because of the policy adopted by British colonies in the East—e.g., Hongkong and the Straits Settlements—in dealing

with the opium question. If this argument means anything, it means that he condones

Japan's arbitrary disregard of the opium edicts in China, because certain British colonies have

decided to apply experience and common

sense rather than impetuous sentimentalism, to this important question. Apart from the financial results of the abolition of licensed

opium-smoking, which must involve a complete readjustment of taxation, &c., in these

colonies, and, therefore, demand a reasonable

period of transition, it is evident to the trained

experience and intelligence of administrators

on the spot, that until the Chinese Government

have given satisfactory proof of their honest

intention to suppress (gradually) the cultivation

of opium, any drastic regulations rendering its

consumption illegal would not only be futile,

but would result in as many native cities of

China at this moment in abusers such as

opium-smoking in brothels, &c.) which are

reduced to a minimum under the licensing

system.

But you can no more abolish opium-smoking

by Imperial edict than in China than you

can suppress the use of alcoholic liquor by

Act of Parliament in England. Only public

opinion can achieve these results, the active

conscience of a determined majority. And

pending evidence, genuine evidence, of the

effect of such a force of public opinion as shall

put a stop to the cultivation of the poppy (and

thus abolish opium) administrators, responsible

for the prosperity and good order of British

colonies are, in my opinion, acting only with a

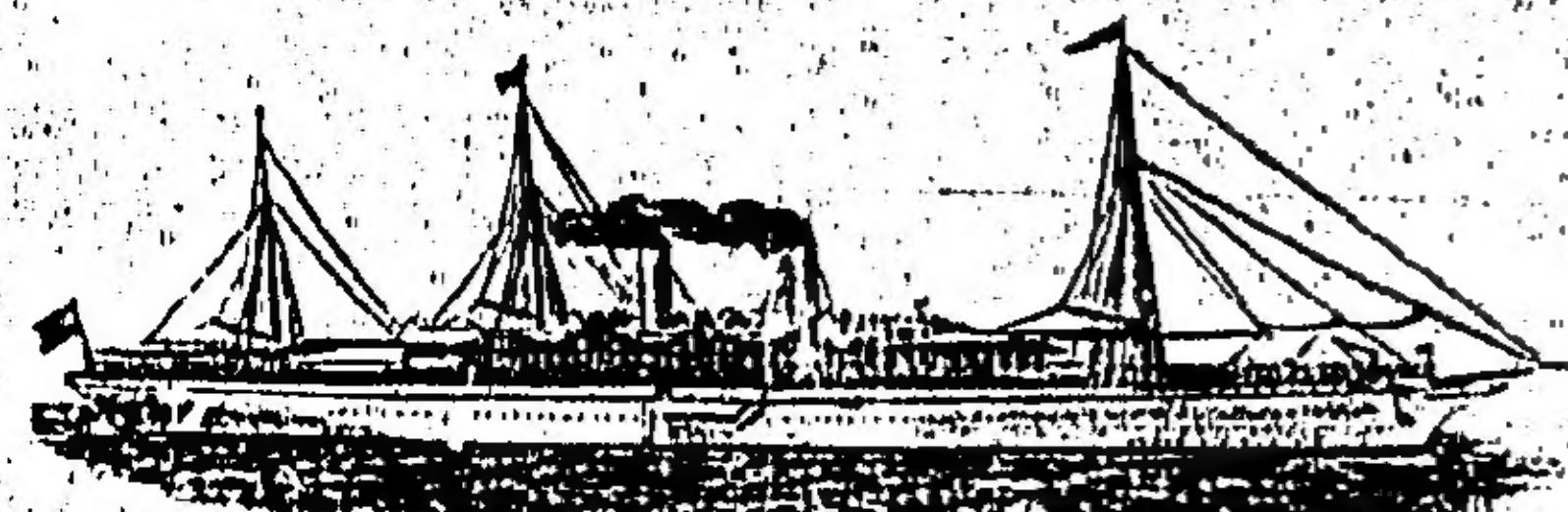
proper sense of their responsibility and duty

when, following the example of the Government

of India, they agree to the gradual

abolition of the opium traffic, *pari passu* with

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

Luxury—Speed—Punctuality.

The only Line that Maintains a Regular S. & D. Service of under 12 Days across the Pacific is the "Empress Line." Saving 5 to 10 Days Ocean Travel.

12 Days YOKOHAMA TO VANCOUVER. 11 Days HONGKONG TO VANCOUVER.

PROPOSED SAILINGS: (Subject to Alteration).
R.M.S. Tons LEAVE HONGKONG ARRIVE VANCOUVER
"GLENFARG" ... 3,700 SATURDAY, Aug. 8th ... Sept. 6th
"EMPEROR OF INDIA" ... 6,000 SATURDAY, Aug. 15th ... Sept. 5th
"EMPEROR OF JAPAN" ... 6,000 SATURDAY, Sept. 5th ... Sept. 26th
"LENNON" ... 3,700 FRIDAY, Sept. 11th ... Oct. 10th
"EMPEROR OF CHINA" ... 6,000 SATURDAY, Sept. 26th ... Oct. 17th
"MONTEAGLE" ... 6,101 SATURDAY, Oct. 3rd ... Oct. 19th
S.S. "LENNON" and "GLENFARG" are Freighters only and do not carry Passengers.
"EMPEROR" steamships depart from Hongkong at 4 P.M.
S.S. "MONTEAGLE," "LENNON," and "GLENFARG" at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA of JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C., connecting with VICTORIA with a Special Mail Express, and at QUEBEC, with the Company's New Palatial "EMPEROR" Steamships, 14,500 tons register, thus providing a comfortable and speedy thru' route to Europe.

Hongkong to London, 1st Class, via Canadian Atlantic Ports or New York £71.10.
Hongkong to London, Intermediate "on Steamer, and 1st Class on Railways" £40. " " £42.

First-class rates to London include cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line.

R.M.S. "MONTEAGLE" carries "Intermediate" Passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, &c., Corner Pudder Street and Praya, Opposite Blake Pier.

INDO-CHINA STEAM NAVIGATION CO., LTD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION)

For Steamship On
SINGAPORE, PENANG & CALCUTTA "CHOYSANG" ... TUESDAY, 4th August, 2 P.M.
SHANGHAI "YATSHING" ... WEDNESDAY, 5th Aug., Noon.
TIENTSIN "CHEONGSHING" ... THURSDAY, 6th Aug., Noon.
SHANGHAI "HANGSANG" ... THURSDAY, 6th Aug., Noon.
MANILA "YUENSANG" ... FRIDAY, 7th Aug., 4 P.M.
SHANGHAI, YOKOHAMA, KOBE "FOOKSANG" ... FRIDAY, 14th Aug., Noon.
MANILA "LOONGSANG" ... FRIDAY, 14th Aug., 4 P.M.

RETURN TOURS TO JAPAN.

OCCUPYING 74 DAYS.

The steamers *Kutang*, *Nanay* and *Koong* leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Island Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified Surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

For Freight or Passage, apply to

WARDINE MATHESON & CO., LTD., General Managers.

Telephone No. 61.
Hongkong, 3rd August, 1908.

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CHINA NAVIGATION CO., LIMITED.

SAILINGS SUBJECT TO ALTERATION.

FOR STEAMERS TO SAIL.
AMOY, MANILA, CEBU & ILOILO "BUNGKANG" ... 4th Aug., 4 P.M.
MANILA "TAMING" ... 4th " "
SHANGHAI "YOCHOW" ... 4th " "
HOIHOW, PAKHOI & HAIPHONG "CHIHLI" ... 5th " daylight.
WEIHAIWEI, CHEFOO & TIETSIN "KUEICHOW" ... 5th " 4 P.M.
AMOY, CHEFOO & NEWCHWANG "KWEIYANG" ... 8th " "
MANILA and TIETSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Reduced Saloon Fares, Single and Return, to Manila and Australia.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 36.
Hongkong, 3rd August, 1908.

[13]

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon and cabin—Electric Light—Perfect Cuisine—Surgeon and Stewards carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons	Captain.	For	Sailing Dates.
ZAFIRO	5,140	R. Rodger	MANILA	SATURDAY, 8th August, at Noon.
RUBI	5,140	Almond	"	SATURDAY, 15th August, at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO., GENERAL MANAGERS.

Hongkong, 1st August, 1908.

[13]

Shipping—Steamers.

NIPPON YUSEN KAISHA.

EXTRA SAILING EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP, VIA SINGAPORE, PENANG, GOLDMOH AND PORT SAID.
THE Co.'s Newly Built Passenger Steamer

"KAMO MARU"

(Tons 9,000 gross reg., Captain F. L. Samson), will be despatched as above on WEDNESDAY, 12th August, at Daylight.

Every known comfort provided on board for travellers: First class staterooms amidships comprising ordinary Two-Berth Cabins, Single-Berth Cabins and Full Suite. Elegant Dining Saloon, Drawing Room, Social Hall and Smoking Room. Electric Light and Electric Fans throughout. Barber Saloon, Dark Room and Laundry. Doctor and Stewardess. Unexcelled service.

Cheapest passage rates to Europe and around-the-world. For further particulars apply to

NIPPON YUSEN KAISHA.

Hongkong, 13th July, 1908.

[665]

BUTCHER MEAT. Cents.

HONGKONG AVERAGE MARKET PRICES.

Corrected 1st July, 100 cts. per 5 lbs.

CONT.

Shark—Sa Yu	10
Skate—Po Yu	11
Shrimps—Lap Yu	25
Snapper—Lap Yu	20
Sole—Ta Sa Yu	30
Tench—Wan Yu	30
Turbot—Cho How Yu	32
Turtles, small, fresh water—Kook Yu	70
White Salt—Ngan Yu Chai	—

FRUITS.	—
Almond—Hung Yan	24
Apples, (California)—Kam San Ping Ko	—
" (Canton)—Tin Chun Ping Ko	—
" (Chefoo)—Tin Chun Ping Ko	—
" (Kowloon)—Hung Moong	12
" (Macau)—San Heung Chiu	3
" (Shanghai)—Chestnut Chinese—Foong Lut	—
" (Carambola)—Young Tou	7
" (Coconut)—Yeh Tai	10
" (Kidneys)—Ngau Yiu	—
" (Lemons, China)—Ning Moong	10
" (Lily)—Kam San Ning Moong	7
" (Lichees, Small Stone)—Lai Chi Con	24
" (Plums, Small Stone)—Lai Chi Con	10
" (Pineapple)—Fresh, Lai Chi Moong	6
" (Pineapple)—Mango, Manila—Lui Sung Moong	14
" (Pineapple)—Mango, Saigon—San Kung Moong	—
" (Pineapple)—Mangosteens, San Chuk Tai	200
" (Pineapple)—Oranges, Tim Chang	40
" (Pineapple)—Small—Tai Kuk	—
" (Pineapple)—Mandarin—Tim Kut	—
" (Pineapple)—Olives—Pak Lam	8
" (Pineapple)—Passion Fruit	—
" (Pineapple)—Pears, (American)—Kam San Shut Li	—
" (Pineapple)—" (Canton), Cooking—Sa Li	7
" (Pineapple)—" (Shanghai)—Sheung Hoi Li	18
" (Pineapple)—Peanuts, Fa Sang	10
" (Pineapple)—Pineapples, Large—Hung Chie	—
" (Pineapple)—Ping-apples, 1st quality—Sheung Poong Ti Paw-lau	12
" (Pineapple)—" (and cooking)—Chung-tang	5
" (Pineapple)—Paw-lau	—
" (Pineapple)—Platains—Tai Chiu	4
" (Pineapple)—Plums, Swatow—Hung Lai	8
" (Pineapple)—Pomelo, Siam—Chim Lo Yan	10
" (Pineapple)—Walnuts, Hop Tou	12
" (Pineapple)—Green—Sang Hop Tou	7
" (Pineapple)—Shanghai Lo Kweat	8

VEGETABLES, &c.	—
Artichokes, Shanghai—Sheung Hoi Ah Chi Chau	8
Beans, (French) Macao—Oh Moon Pin Tau	—
Beans, (French), Shanghai—Sheung Hoi Chi Tan	8
Beans, Sprout—Ah Choi	2
Beans, Long—Tau Kok	6
Beet Root—Hung Choi Tau	4
Brinjals, Green—Cheng Yuen Ker	4
Brinjals, Red—Hung Ker	4
Brassica—Pak Choi	4
Bamboo Shoots—Chook Shun	3
Cabbage, Chinese, com.—Kai Choy	4
Cabbage, Red—Kai Lan Tau	—
Carrots, Canton—Kai	3
" Halan—Hoi Nam Kai	—
Geese—Ngo	16
Geese, Wild Shanghai—Sheung Hoi Ye Ng	—
Geese, Wild Shanghai—Kau Shun	—
Ginger, young—Sun Tsz Keung	8
Horse Radish—Shanghai—Luk Kan	20
India Corn—Suk Mai	4
Leek—Luk Choy	—
Lettuce—Young Sang Choi	—
Water Chestnuts—Ma Tai	8
Mandarin—Kwei Lum Ma Tai	8
Musk Melon	—
Mushrooms, Fresh—Sang Cho Kho	10
Onions, Bombay—Young Chung Tan	6
" Green—Sang Chung	4
" Shai—Sheung Hoi Chung Tau	5
" Japan—Yat Poon	—
Okroos—Mo Ker	—
Parsley, English—Young Ua Sai	8
Gradus Pea	—
Green Peas—Choy Tsz	15
Potatoes, Sweet—Fan Shu	—
" Shanghai—Sheung Hoi Shu Tsz	—
" Tsz	—
" Japan—Yat Poon Shu Tsz	3
" American—Fa Ki	—
" Fochow—Fuk Chau Shu Tsz	—
" Macao—Oh Moon	5
Pumpkin—Toong Kwa	—
Radish—Hung Lo Pak Tsz	5
Rhubarb—Oon Chung Tsz	—
Spinach (Chinese)—Pao Oho	4
Tomatoes—Yan Ker	7
Taro—Wa Tsz	—
Turnips, Pan-d (Long)—Low Pak	4
" English—Young Low Pak	—
Vegetable Marrow—Chi Kwa	5
Water Cresses—Sai Young Choi	15
" Caltrops—Lan Kok	—
" Lily Roots—Lin Ngan	—
Yams—Tai San	—

Sage	—
The price necessarily vary from day to day and the Standard Board has no power to compel all holders to sell at the price.	—
and the Standard Board has no power to compel all holders to sell at the price.	—
—	—
—	—

O. M. L. D. (M. L. D.)	—

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Intimation.

Wm. Powell, Ltd.,
Gentlemen's Department,
28, Queen's Road

Direct
Importers
GENTLEMEN'S
**PANAMA
HATS.**

Smart
and
Exclusive
NECKWEAR.

Specialists
in
**Gentlemen's
Hosiery.**

Cool
and
Durable
**SINGLETS
AND
SHIRTS.**

Latest
Patterns
in
SOCKS.

**Wm. Powell,
Ltd.,**
General Drapers,
Furnishers,
Des. Voeux Road,
and
28, Queen's Road,
HONGKONG.

Hongkong, 18th July, 1908.

Public Companies.

HONGKONG, CANTON AND MACAO
STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE EIGHTY-FOURTH ORDINARY
HALF-YEARLY MEETING
of SHAREHOLDERS in the Company, will be
held at the Office of the Company, Hotel
Mansions, on TUESDAY, the 11th of August,
at 12 o'clock Noon, for the purpose of receiving
the Report of the Directors, together with a
Statement of Accounts, declaring a Dividend,
confirming the appointment of Directors; and
electing Directors and Auditors.

THE TRANSFER BOOKS of the Company
will be CLOSED from the 28th July to 11th
August, both days inclusive.

By Order of the Board of Directors,
W. E. CLARKE,
Secretary.

Hongkong, 18th July, 1908. [782]

HONGKONG AND SHANGHAI BANK-
ING CORPORATION.

NOTICE is hereby given that the ORDINARY
HALF-YEARLY MEETING of
SHAREHOLDERS in the Corporation
will be held at the City Hall, Hongkong, on
SATURDAY, the 22nd day of August, 1908,
at Noon, for the purpose of receiving the
Report of the Court of Directors, together with a
Statement of Accounts to 30th June, 1908.

By Order of the Court of Directors,
J. R. M. SMITH,
Chief Manager.

Hongkong, 1st August, 1908. [723]

HONGKONG AND SHANGHAI BANK-
ING CORPORATION.

NOTICE is hereby given that the RE-
GISTER OF SHARES of the Corporation
will be CLOSED from MONDAY, the 10th instant,
(both days inclusive), during which period no
Transfer of Shares can be registered.

By Order of the Court of Directors,
J. R. M. SMITH,
Chief Manager.

Hongkong, 1st August, 1908. [724]

HONGKONG AND WHAMPOA DOCK
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY
MEETING of SHAREHOLDERS
will be held in the Office of the Company,
Queen's Buildings, Connaught Road, on
MONDAY, 24th August, at 12 o'clock Noon,
for the purpose of receiving the Report of
the Directors and the Statement of Accounts
to the 30th June, 1908.

THE TRANSFER BOOKS of the Company
will be CLOSED from the 10th to the 24th
August, both days inclusive.

By Order of the Board of Directors,
THOS. I. ROSE,
Secretary.

Hongkong, 26th July, 1908. [728]

Entertainment.

BOXING ! BOXING !

ONE OF THE
GREATEST BOXING CONTESTS,
HONGKONG EVER WITNESSED.

Theatre Royal, City Hall,
Hongkong.

SATURDAY, 8th AUG., 1908.

MAIN EVENT
25 ROUNDS.

BATTLING "SIMMS" v.
"JIMMIE" O'ROURKE
U.S.S. *Washington*, 148 lbs. U.S.S. *Washington*
\$500 GOLD PURSE. \$1,000 SIDE BET.
Ensign W. D. GRIEFT, AM, Referee.

PRELIMINARIES:

6 ROUNDS.
"HEINIE" MILLER v.
"JIMMIE" MCFADDEN
U.S.S. *Washington*, 128 lbs. U.S.S. *Wilmington*,
6 ROUNDS.
"SHORTIE" MCLENNAN v.
"AMIE" COYNE
U.S.S. *Wilmington*, 124 lbs. H.M. Naval Yard,
Hongkong.

NOTICE: The Simms v. O'Rourke fight is
a return match, their first encounter having
resulted in a 15 round draw at Shanghai, while
"JIMMIE" O'KOUKE was serving on
board the U.S.S. "GALVESTON."
Tickets: \$1, 2, 3, and Ringside \$5.
THE MANAGEMENT.

First contest starts at 8.30 P.M., sharp.
Doors open at 8 P.M.

Booking plans now open at the
ROBINSON PIANO CO., LTD.
W. H. BAROWSKI,
Com. Std. U.S.N.
U.S.S. *Washington*,
Hongkong, 3rd August, 1908. [721]

Intimations.

FABST BREWING COMPANY,
MILWAUKEE.

FRESH SUPPLIES
ALWAYS KEPT IN STOCK.

BY
SIEMENS & CO.,
Agents for
HONGKONG & SOUTH CHINA.

Hongkong, 20th July, 1907. [65]

NOTICE.

THE Public are hereby informed that no
change has been made in the Rates of
Subscription to the Hongkong Telegraph and
they are warned against paying more than
TEN CENTS (10 cts.) per Single Copy.

THE MANAGER,
Hongkong Telegraph Co. Ltd.
Hongkong, 18th September, 1907.

Auction.

PUBLIC AUCTION.

THE Undersigned have received instructions
to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
on
THURSDAY,

the 6th August, 1908, at 2.30 P.M., at their Sales
Rooms, No. 8, Des Voeux Road,
corner of Iice House Street,

SDUNRY VALUABLE
HOUSEHOLD FURNITURE
Comprising:-

TAPESTRY-COVERED DRAWING
ROOM SUITE, TEAKWOOD SIDE-
BOARD with BEVELLED GLASS, DIN-
NER WAGGONS, TEAKWOOD WARD-
ROBES with BEVELLED GLASS,
MARBLE-TOP WASHSTANDS, SINGLE
and DOUBLE IRON and BRASS BED-
STEADS, OVERMANTELS, DINNER
SERV'CS, GLASS, CROCKERY and K.-P.
WAKE, ENGLISCH-MAKE EXTENSION
DINING TABLE, PICTURES, CARPET,
and RUGS, &c., &c.

ALSO
A Quantity of JAPANESE CREPE
SHIRTS.

Catalogues will be issued.

TERMS:—As usual.
HUGHES & HOUGH,
Auctioneers.

Hongkong, 31st July, 1908. [719]

FIRE ON THE "TAKSANG."

The *N. C. D. News*, of 27th ult., reports—
Fire broke out in the engine room store room
of the Indo-China S. N. Co.'s steamer *Taksang* at
4.30 p.m. on Saturday last. It appears that
as the steamer was due to leave here that night
a Chinese fireman went below to light the fire
and entered the storeroom. Mr. Birch, third
engineer, followed a few minutes afterward,
and while he was on the ladder, descending, an
explosion was heard below. Almost im-
mediately a mass of flame and smoke issued
from the store room into the engine room.
Mr. Birch made an effort to learn what was
wrong, but he was driven away and had both
his hands burnt severely before he regained
the upper deck. The store room is a small
compartment on a level with the engine room,
and a door, connecting the two, is the only
aperture leading from the former. On the
opposite side of the engine are the pumps; an
attempt was at once made to use them, but the
smoke and heat put them quite beyond reach.
Meanwhile the fire had increased in strength,
for there was a large quantity of oil and some
waste in the store room. At that time it was
not known what became of the fireman, and it
was impossible to find out.

The *Taksang* was moored in the stream
opposite Jardine's Wharf and before she hoisted
the signal of fire, smoke had been observed by
those on board the U.S.S. *Concord* and H.M.S.
Clio and parties were sent by both those vessels
to render assistance. The first to arrive, how-
ever, were four tenders of the Shanghai Tug
and Lighter Company. The *Fulke*, leading,
at once ran alongside the *Tingting*, which was
moored close to the burning vessel, and towed
her out of danger alongside the wharf. The
Victoria, the *Vulcan* and the *Shunyan* went
alongside the *Taksang* and turned their bows on
to the fire. It was very difficult, however, to reach
the flames through the one small door and the
fire raged fiercely. The engine room became
red hot and the outer plates of the vessel, on
the storeroom side, heated to such an extent
that the *Victoria* had to move further along to
avoid taking fire herself. A large number of
the Shanghai Volunteer Firemen and many
members of the River Police rapidly assembled
and there was no scarcity of labour. Mean-
while telephone messages had been sent for
the Municipal and Customs fire flats and they
arrived shortly afterward. The Customs flat
towed by a Customs launch and the
Municipal flat under her own steam. The
Shanghai Waterworks Company's water boat
arrived—also and tied up alongside. With
the arrival of the Customs flat a change was
made in the situation which, until then, ap-
peared almost hopeless. Captain McClure of the
Taksang was lowered into the engine room
by a rope and Mr. Martin, chief officer, entered
the stokehole, and opening the door leading to
the engine room, lay on the hot plates and
turned a stream on to the fires. Captain
McClure's boat was sending a stream into the
other side of the store room; but the heat was
intense and he had to draw up three times.
The Customs people did splendid service and
their aid could not be over-rated.

There were also on the steamer rendering val-
uable assistance the Tug and Lighter Co's
Rocket, and Jardine's fireboat *Clutha X* and
steam launch *Sphindrift*. The *Clutha X* did
particularly good work; the services of the
Municipal fire flat were not required. The
naval squads remained on board until about
1.30 p.m. when the fire was completely sub-
dued. Inspector Mellowes had a party of the
River Police remained there all night, and the
tender *Victoria* stayed alongside, in case of
emergency. Later in the night the *Taksang*'s
pumps were started and the water all
taken out. An examination of the ship was
made subsequently and it was found that the
result was comparatively trifling. The engines
are not damaged, although all the interior of
the engine room is blistered and burnt and the
skylight above is charred considerably. Some
slight damage was done to the fan engine,
principally to its belting.

Yesterday morning a further inspection of
the store room was made and among the debris
was found the charred body of the Chinese
fireman. Both his arms and legs were missing,
presumably having been blown off by the
explosion.

The *Taksang* arrived here on Friday last and
was due to leave on her usual run to *Tingting*
yesterday morning. She will miss the one
trip, but it is hoped that she will be able to
resume her service by Friday next.

She is still at her mooring and repairs will
be started at once, although she only wants a
little paint and fixing which could be completed
in a couple of hours. In fact, but for inspection,
she apparently could have left here yester-
day.

Captain McClure of the *Taksang* has made
137 trips to *Tingting* and is due for a holiday
in a few weeks' time. His last accident occurred
six years ago just before he was going
home on leave the last time.

A painful accident happened to Mr. Samuel
Lawrence, an Engine Driver, employed by the
Colombia Harbour Works, through the fire-box
door of his engine flying open and striking him
a blow upon the leg, causing a severe wound.
The history of the years of suffering which
followed, and how this wound was finally
healed, whilst at the same time he was cured
of extreme debility due to watery blood, by
Dr. Williams' pink pills for Pale People was
recently told by Mr. Lawrence in the following
words:—

"I, Samuel Lawrence, residing at 30
College Street, Kotahena, Colombo, am an
Engine Driver by profession, and am em-
ployed on the Colombo Harbour Works. Some
eight years ago I had an accident through
the door of the fire-box on my engine flying
open when we were coming round a sharp
curve, and striking me a heavy blow upon

the left leg, laying the skin open to the
bone. The wound grew worse and worse until
my whole leg was one long black bruise
almost from knee to toe. I was in hospital
for forty-five days with this leg, but as soon as
I returned to work it began to osteo again,
and became as bad as ever. During the six
years I suffered with it I used all sorts of
things prescribed by the doctors, but nothing
healed the wound up until Dr. Williams' pink
pills cured it entirely, and at the same time
cured me of another very distressing malady
which seemed like laying me up for good and

all. It was about six months ago that I got
into a seriously bad state of health through
my blood turning into a watery condition.
This made me very weak indeed, my appetite
failed me, I had nervousness so bad that I
was almost like a man afflicted with Palsy—
in fact I could hardly keep a limb still. Even
at night my life was made miserable by feverish
attacks. I would be in a white heat of perspira-
tion one moment, and this would be followed
by cold chills, just as if I had been plunged into
an ice-cold bath. At this time, too, the wound in
my leg became more painful than ever.
Often, so great was my suffering that I had to
lie down to my wife. I cannot stand all this agony much
longer." The doctors told me that constant
exposure to too much heat was the cause of
my trouble—working as I had to do every day
close to my engine fire, and with the blazing
sun pouring down upon the iron roof just over
my head—but they could do nothing for me.

"When I started taking Dr. Williams' pink
pills on the advice of a friend, my blood had
become like water. I was a feeble, yellow-
faced, hopeless man, simply crawling miserably
to work every day because I had to. But
after I had taken about two bottles of these
pills I felt a decided improvement, and when I
had taken six more not only was my health
better still, but the running sore on my leg,
which had given me so much trouble and pain
for six years, had totally healed up! So I went
on taking Dr. Williams' pink pills for some time
longer until I found that I needed them
no more. They had restored me to the pink of
condition, had given me an excellent appetite,
and had restored to me the blessed privilege of
sound refreshing sleep.

"Now my blood is red and healthy, of the
old wound in my leg nothing is left but a scar,
although sixty years of age I can do a hard
day's work of sixteen hours on my engine and
still feel fairly fresh at the finish. This won-
derful state of things I attribute solely to Dr.
Williams' pink pills for pale people, and I am
only too pleased to allow the facts of my cure
to be published. These pills, I may add, have
done my little grandson—aged 4—a lot of good.
They built him up after he had had a severe
attack of dysentery in a surprising fashion."

Mr. Lawrence's maladies were due to the bad
state of his blood; it is not surprising therefore
that Dr. Williams' pink pills for pale people—
the most perfect blood-purifying blood-strength-
ening and blood-making medicine in the
world—cured him. These pills, by their unique
health-restoring action on the whole system
through the blood, have cured thousands of

sufferers from anaemia, nervous debility,
indigestion, headaches, malaria, rheumatism,
sciatica, paralysis, beriberi, ectema, boils,
pimpla and skin eruptions, and the after effects
of fevers, dysentery and chills. They are the
famous remedy for those ailments which
affect so many ladies between youth and
middle-age. Men broken down by overwork,
excesses or residence in unhealthy climates
are speedily restored by their use. Obtainable
at most shops where medicines are sold,
and also direct from the Dr. Williams' med-
icine co., Singapore, who send six bottles for
eight dollars or one bottle for one dollar and
a half, post free to any address. As the
evidence of Mr. Lawrence proves, they are
equally good for children as for adults. [4]

Yesterday morning a further inspection of
the store room was made and among the debris
was found the charred body of the Chinese
fireman. Both his arms and legs were missing,
presumably having been blown off by the
explosion.

The *Taksang* arrived here on Friday last and
was due to leave on her usual run to *Tingting*
yesterday morning. She will miss the one
trip, but it is hoped that she will be able to
resume her service by Friday next.

She is still at her mooring and repairs will
be started at once, although she only wants a
little paint and fixing which could be completed
in a couple of hours. In fact, but for inspection,
she apparently could have left here yester-
day.

Captain McClure of the *Taksang* has made
137 trips to *Tingting* and is due for a holiday
in a few weeks' time. His last accident occurred
six years ago just before he was going
home on leave the last time.

A painful accident happened to Mr. Samuel
Lawrence, an Engine Driver, employed by the
Colombia Harbour Works, through the fire-box
door of his engine flying open and striking him
a blow upon the leg, causing a severe wound.
The history of the years of suffering which
followed, and how this wound was finally
healed, whilst at the same time he was cured
of extreme debility due to watery blood, by
Dr. Williams' pink pills for Pale People was
recently told by Mr. Lawrence in the following
words:—

"I, Samuel Lawrence, residing at 30
College Street, Kotahena, Colombo, am an
Engine Driver by profession, and am em-
ployed on the Colombo Harbour Works. Some
eight years ago I had an accident through
the door of the fire-box on my engine flying
open when we were coming round a sharp
curve, and striking me a heavy blow upon

Intimations.

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HONGKONG, CHINA & MANILA.

Established 1841.

Hongkong, 18th July, 1908.

The Hongkong Telegraph

HONGKONG, MONDAY, AUGUST 3, 1908.

H.E. TANG SHAO-YI'S MISSION.

Repeated reference has been made in our telegram columns, during the past week, of the projected mission of Governor Tang Shao-yi, special Imperial Commissioner to the United States Government for the restoration of the Tls. 24,000,000 of the 1900 Boxer indemnity to China. According to the Peking correspondent of the *N. C. D. News*, the chief object of the Peking Government in sending such an able and high official as H.E. Tang to thank the Washington Government is to show to the other Christian countries in the West that China feels greatly gratified with the action of President Roosevelt and that as money is so scarce in every part of the Chinese Empire at the present moment and the people are so poor, the Chinese Government will feel equally gratified if other countries will follow the good example set by America. Moreover, it is believed in Chinese official circles in North China that H.E. Tang's mission has also something to do with the development of industrial enterprises in the Three Eastern Provinces of Manchuria. In view of the high-handed action of the Tokio Government in the Fukuméi, Chientao and other questions still pending between China and Japan in Manchuria, it is the intention of the Chinese Government to invite American capitalists to invest their money in mining and other industries in Fêngtien, Kirin and Heilungkiang, especially in Fêngtien, the richest of the three provinces. As H.E. Tang is one of the very few foreign-educated Chinese officials who are holding high and important positions in China and as he is also perfectly acquainted with the condition of life in America on account of his long residence at Yale, it is hoped that his visit will effect more than merely to cement the existing friendly relations between China and America. During his absence Vice-roy Hsü Shih-chang will act for him at Mukden. H.E. Tang has now been given the brevet rank of a President of one of the larger Ministries, and it is possible that he will be promoted actual President on his return from America. In this case the appointment of the Governor of Fêngtien would be abolished as suggested by His Excellency some time ago. The Empress-Dowager first intended to send Liang Tung-yan, Junlor-Vice-President of the Waiwu, to the United States for this important purpose, as he was also a Yale graduate, but he declined.

LOCAL AND GENERAL.

SIR Robert Hart, on his return from China, was received by the King at Buckingham Palace on 26th June.

It is now officially announced from Rome that the Marquis Alessandro Guiccioli has been appointed Italian Ambassador in Tokyo.

Two chief petty officers and 75 other naval ratings for the *Tamar* and *Kintra*, on the China Station, taking passage in the cruiser *Crescent*, have joined that vessel at Portsmouth.

The Chinese Engineering and Mining Co., Ltd., announces that the total output of the Company's three mines for the week ending July 18 amounted to 16,428.44 tons and the sales during the same period to 18,143.45 tons.

In the course of the forenoon quite a number of people left Blake Pier on picnic excursions, bent on thoroughly enjoying themselves during the holiday. The Banks, insurance offices and other commercial houses were closed to business throughout to-day.

The Admiralty have made the following appointments:—Lieutenants: F. A. Sommerville, to the *Gibraltar*, to date July 27, and to the *Astred* on recommissioning, undated, and B. J. D. Guy, v.c., to the *Crescent*, to date July 27, and to the *Tamar*, for the *Handy*, in command.

MR. H. K. CHAMBERS, A.M.I.C.E., Assistant Civil Engineer in the Director of Works' Department at Hongkong Dockyard, who has been invalided home owing to ill-health, has been appointed to Portsmouth dockyard for duty. He will be succeeded at Hongkong by Mr. H. F. Bowen, A.M.I.C.E., Assistant Civil Engineer of Portmouth dockyard, who sailed last week.

A FOOCHOW dispatch states that H.E. Sung Shon, Viceroy of the Mi-Chê provinces, has informed the Throne that he has ordered the cultivators of the 27,500 mu of land which comprise the entire area upon which poppy is planted in Fukien province, to begin sowing cereals on it early in the autumn, under pain of confiscation to Government if the poppy plant is still cultivated there.

A MOST mysterious occurrence happened in Kowloon City yesterday afternoon, when a child, aged six years, was found to have been strangled. So far the police have no clue to any reason for the apparent murder of the child, but all the circumstances go to show that it was a deliberately planned scheme to put the unfortunate child out of the way. The child's mother is held under suspicion.

A DETERMINED suicide was committed by a Chinese woman in the Central district yesterday morning. It appears that the woman, disappointed in love, decided to take her life, and placing a noose round her neck from one of the rafters of the house, hanged herself. Some neighbours, who called, found the dead body suspended, and the police were summoned, who had the body removed to the mortuary.

At the general meeting of the Deutsch Asiatische Bank the Chairman declared that the situation in Asia during 1907 had been a very difficult one, but the bank did not suffer such heavy losses as the Russo-Chinese Bank. The board has made the necessary rebates for losses which may eventually be expected from 1907. The status of the bank in 1908 has not experienced any material change. The crisis in the Far East can now be considered as past. There are in China large stocks of goods, but the goods arrived from Europe have not been taken up by the consignees. The current year has up to the present given better results, and the year's operations will be favourably influenced by the issue of the new Chinese railway loan.

THE CHARITABLE fete at Chang Su-ho's Garden on Saturday evening (28th ult.) in aid of the flood sufferers in Kwangtung province under the auspices of the Canton Guild, was a decided success. A very large crowd attended the theatricals which were performed by a number of professionals selected from the various native theatres on Hupu and Canton Roads, and in which a few amateurs also participated, amidst much applause. The *N. C. D. News* understands that a large sum of money was collected at the entertainment which will be telegraphed down South without delay, as relief is urgently needed in the inundated districts. It is stated that there will be another fair or fete in the near future towards the same benevolent object.

REGARDING the profit and loss account of the Netherlands India Trading Bank, the following profit has been made—interest and commission, fl. 38,604; profit in India, fl. 14,015; dividend of the Netherlands India Agricultural Company, fl. 76,517; sundry debtors, fl. 2,020; and balance brought forward, fl. 14,663; total, fl. 279,331. From this amount the following charges are to be deducted:—Office charges, fl. 94,565; buildings, &c., fl. 13,469; doubtful debtors (reserved), fl. 16,298; sundry debtors (written off), fl. 13,405; pension and maintenance fund, fl. 10,000; reserves on securities, fl. 235,991; and licence tax, fl. 2,972. The net profit is thus fl. 604,679, out of which 8 per cent. dividend will be declared. The offices both in Holland and Java report an increase of business and a proportionally larger profit, while the dividend received from the Netherlands India Agricultural Company is about fl. 10,000 larger than in the preceding year. The result would have been thus very satisfactory if the stocks held had not undergone a considerable reduction in value, on account of the lower silver price, but in consequence of this the dividend for 1907 is smaller.

REGULAR INDO-CHINA BOATS.

At the Dock quay in front of the ship-building yard, three of the familiar red-and-black-lipped funnelled boats of the Indo-China Steam Navigation Co. were clustered together and receiving treatment for the more or less severe injuries they sustained on the night of "Black Monday." The s.s. *Amara*, to all external appearance seems to be a biggish job. The triple collision in which she was involved off the Standard Oil Company's godown at Kennedytown inflicted a good deal of damage to her stern, as disclosed at the docks. Several plates were twisted out of shape; some have already been repaired, and newspaper substituted. The rudder was bent at work at the time of our correspondent's visit.

THE S.S. "POCAHONTAS."

As soon as the s.s. *Laiyang* was undocked from the No. 1 dock, the big South African cooler ship, *Cranley*, took her place. The *Cranley* was one of the vessels that took the ground on the typhoon night in Kowloon Bay. She did not receive any vital injuries. She was receiving her second coat of paint and looked almost ready to be undocked again.

NO. 1 DOCK EXTENSION.

Incidentally, it may here be added that the extension of No. 1 dock is proceeding as rapidly as the nature of the rock, into which it must be cut to permit of the lengthening of the dock, will permit. The task, while not presenting insuperable difficulties, is beyond question a tedious one, and it is doubtful if the project is likely to be completed within the cost of the original estimate.

THE S.S. "POCAHONTAS."

She was lifted off the rocks at Stowcutter's yesterday (Sunday). Owing to the threatened typhoon she was towed by the *David Giller* into a position of safety in Yau-mat Bay. In the forenoon to-day she was pulled round to Kowloon Bay where she will undergo survey and repair.

Typhoon Aftermath

VISIT TO THE DOCKS.

A SCENE OF UNWANTED ACTIVITY.

In no department of industrial activity in the Colony has there been so much energy displayed, since the typhoon of Tuesday last, as that of the ship-repairing works in Hongkong. It is true that the mortality abroad did not reach such appalling numbers on the night of Monday and the morning of Tuesday as the typhoon of 1906; but the damage to shipping—small though it has been by comparison—was sufficiently great to tax the energies and ample resources of the shipyards both on the island and across the harbour at Kowloon and Sam-shui-po. The call on the Hongkong and Whampoa Dock Co., Ltd., and the private shipyards is being met with a cheerfulness and resourcefulness that speak volumes for the vitalising powers of this great and important shipping port.

A detailed account of a visit to the Docks at Hongkong on Saturday will give a comprehensive idea of what is proceeding in all these centres of industrial activity. Commencing with the building yard at the Hongkong works, a cursory glance will convince the visitor that at no time in the history of the Company has there been such an aggregation of vessels under construction. Within the yards the object of first attention was a wooden coal lighter at the extreme end, apparently lying there for repairs as soon as the more urgent works have been completed. Beside it was what appeared as an exaggerated steel water tank, the length of which was more than twice its breadth. A rudder attached to the stern of this immense "box" explained the purpose for which it was designed, and it is unmistakably an enormous lighter much over a hundred feet in length.

On the stocks there were three vessels in an advanced stage of construction. One is a large-sized wooden steam-lighter whose hull is wholly completed. The steel plates of the deck-house were being erected at the time of our visit. On the other side of the lighter were

THE PATROL VESSELS.

building to the order of Admiral Li Chun.

Commander-in-Chief of the Kwangtung Navy.

Four of these light-draught cruisers

are under construction. The contract for two was awarded to the Hongkong and Whampoa Dock Co., Ltd., while Messrs. Kwong-lip Loong & Co. have in hand the other, two on their slips at Sam-shui-po.

Rapid progress has been made with the vessels

at their present rate of progression the cruisers

should be completed much ahead of contract time.

The hull presents the combined models

of a lighter and warship; the features of the

former had to be adopted for the shallow water

to which the cruisers are designed for service,

while the ram bow gives the gunboats all the

appearance of warships. To comply with the

exigent specifications of the Chinese Provincial

Government the steel superstructure on

the deck of the cruisers gives them the appearance

of carrying a big top-bumper, but the unsight-

liness of the officers' quarters is due to want

of aesthetic taste on the part of the naval archi-

tects, since the peremptory wishes of the Chi-

inese authorities have to be consulted. These

boats are in fulfilment of the understanding

with Admiral Moore, late British Commander-

in-Chief on the Chinese station, for the efficient

policing of the West River. Their construc-

tion is being superintended by Capt. T. Hall,

marine surveyor, on behalf of the Chinese

Government.

FLOATING TARGETS.

Close to the cruisers the keel of what ap-

pears to be like a huge cofferdam with stout

timber planking was being laid. On inquiry

we learnt that it is one of two big target

floats building to the order to the British Ad-

miralty.

BANGKOK-LIGHTER.

There is a completed steel lighter looking

very spick and span awaiting her christening

ceremony on the slip. This lighter is one of

several that had preceded it on their voyage to

Bangkok where they are employed in the rice-

carrying trade for which they have been

especially built. The lighter is for the Nord-

deutsch-cher Lloyd.

THE S.S. "SOMBOGOR."

Shored up against the side of the steel

pier lies the hull of the erstwhile Manila

inter-island trader s.s. *Sombogor*, which, went

down off the Dock quay on the 18th

September, 1906. It will be remembered

that she was refloated and subsequently sold

to the Dock Company which has in her

been a convertable asset as soon as the much

looked for revival in the shipping trade be-

comes an accomplished fact.

PORTUGUESE CRUISER.

The Dock Co. has also an order for a cruiser

for the Portuguese Government at Timor. She

will be named the *Dilly*. Before quitting

the shipyard a word of mention must be made

of the blacksmith's shop, where unwooded

activity prevailed and the atmosphere in which

was pervaded by a thick cloud of smoke

emanating from the huge piles of burning coal

which were turning the cold iron shafts and

plates into brass masses, while the deafening

hammering on the anvil bespoke the heat

that department was about its most

pressing jobs.

CRIPPLING INDO-CHINA BOATS.

At the Dock quay in front of the ship-

SHARE QUOTATIONS.

Supplied by Messrs. J. S. Kadoorie & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT RESERVE.	LAST WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN OF PRESENT QUOTATION. LAST DIVIDEND LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	{ £1,500,000 \$15,000,000 \$250,000}	\$2,000,387	Final of £3 on old and £1.10/- on new shares for year ending 31.12.07	6 %	\$70 buyers (London 2/3)
National Bank of China, Limited	90,015	\$7	\$6	{ £4,000 \$150,000}	\$10,233	\$2 (London 3/6) for 1901	...	\$50
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$10	{ \$1,500,000 \$210,000 \$101,059 \$121,000}	done	\$20 for 1906	9 %	\$220
North China Insurance Company, Limited	10,000	\$15	\$5	{ Tls. 100,000 Tls. 48,942}	Tls. 204,424	Interim of 7/6 ex 2/8 for 1907	6 %	Tls. 77 buyers
Union Insurance Society of Canton, Limited								
Yangtze Insurance Association, Limited	12,000	\$100	\$60	{ \$3,000,000 \$100,000 \$302,478 \$129,951 \$727,619}	\$2,506,011	Final of 1/4 making \$45 for 1906 and Interim of 1/4 for 1907	54 %	\$75
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$10	{ \$1,000,000 \$246,097 \$13,502}	\$12,432	\$6 and bonus \$2 for 1906	81 %	\$21
Hongkong Fire Insurance Company, Limited	8,000	\$30	\$30	{ \$1,325,941}	\$18,027	\$27 for 1906	88 %	\$215 buyers
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$25	\$12	{ \$7,000 \$204,938 \$50,088}	\$1,035	\$1 for 1906	...	\$25
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ \$250,000 \$75,500 \$75,179 \$20,000 \$10,000}	116,437	\$4 for year ending 30.12.07	104 %	\$38
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	{ \$1,325,941 \$1,755}	\$1 for 1906 and half-year making in all \$21	\$29	78 %	\$29
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	\$15	\$5	{ \$1,755}	6 for 1907 on Preference shares only @ ex 1/9 11/10-13/15	54 %	\$45 \$20	
Do. (Deferred)	60,000	\$15	\$5	{ \$1,755}
Shanghai Tug and Lighter Company, Limited (Preference)	200,000	Tls. 50	Tls. 50	{ Tls. 75,000 \$400,000 \$1,755 \$25,000 \$12,7370}	115,14,510	Final of Tls. 1/4 making Tls. 31 for 1907 Second Interim of 1/4 (Coupon No. 9 for a/c 1907)	78 %	Tls. 46 buyers
"Shell" Transport and Trading Company, Limited	2,000,000	\$2	\$1	{ \$1,755}	\$1 for 1906	42 %	Tls. 52 buyers 43/6	
"Star" Ferry Company, Limited	10,000	\$10	\$10	{ \$1,755}	\$1 for 1906 and bonus \$3 for 1907	4 %	\$25	
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	{ Tls. 100,000 \$1,755 \$1,755 \$1,755 \$1,755}	1,869	Final of Tls. 1/4 making Tls. 5 for 1907	128 %	Tls. 45 buyers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	{ \$1,755}	Dr. \$279,371	\$8 for year ending 31.12.07	...	\$130
Luxon Sugar Refining Company, Limited	7,000	\$100	\$100	{ none}	Dr. \$135,231	1/10 1907	...	\$22
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{ Tls. 100,000}	116,971	Tls. 1/4 (8 X) for year ending 31.8.06	...	Tls. 90 buyers
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	\$2	\$1	{ \$150,000 \$13,893}	11,556	Interim of 1/6 (No. 10) for account 1908	78 %	Tls. 151 buyers
Raub Australian Gold Mining Company, Limited	150,000	\$2	\$1	{ \$150,000 \$18,100}	11,358	No. 12 of 1/4=48 ents	...	\$7
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	\$15	\$15	{ \$53,601}	\$3,726	\$1.75 for year ending 31.12.06	...	\$13
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$10	\$10	{ \$50,000 \$6,800 \$4,000 \$16,691}	\$3,556	Final of 1/4 making \$31 for 1907	74 %	\$47
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$10	\$10	{ \$50,000}	\$44,442	Final of \$4 making \$8 for 1907	78 %	\$105 buyers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	{ Tls. 1,000,000 Tls. 33,742}	116,527	Final of Tls. 1/4 making in all Tls. 5 for year ending 30.9.08	6 %	Tls. 88 sales
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{ Tls. 25,000 \$100,000 \$15,155}	Tls. 6,533	Final of Tls. 1/4 making Tls. 17 for 1907	80 %	Tls. 107 sellers
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	{ \$15,155 \$15,155}	\$100,000	\$2 for 1907	118 %	Tls. 107 sellers
Central Stores, Limited	50,153	\$15	\$15	{ \$15,155}	\$1,758	\$2 for 1907	...	\$125 sellers
Hongkong Hotel Company, Limited	12,000	\$20	\$20	{ \$15,155}	\$2,525	Final of 1/4 making \$71 for 1907	81 %	\$125
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	{ \$15,155}	\$36,915	Interim of \$31 for account 1908	71 %	\$91 ex div.
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	{ \$15,155}	\$4,631	70 cents for 1907	61 %	\$102
Kowloon Land and Building Company, Limited	6,000	\$20	\$20	{ none}	1653	\$1 for 1907	61 %	\$27
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	{ Tls. 1,523,045 Tls. 170,000}	Tls. 107,547	Interim of Tls. 3 for account 1908	61 %	Tls. 119 buyers
West Point Building Company, Limited	12,500	\$20	\$20	{ none}	\$1,541	Interim of \$2 for account 1908	9 %	\$46 ex div.
COTTON MILLS.								
Two Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{ Tls. 150,000 \$15,155}	Tls. 8,807	Tls. 21 for year ended 31.10.1907	4 %	Tls. 63 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	{ \$15,155}	\$14,260	50 cents for year ending 31.7.07	41 %	\$11
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ Tls. 150,000}	Tls. 85,559	Tls. 6 for year ended 30.9.06 (8 X)	...	Tls. 67
Laon-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ none}	Tls. 6,303	Tls. 8 for 1906	...	Tls. 85
Soy Chie Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	{ Tls. 28,257}	Tls. 50 for 1906	Tls. 243 sellers
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,004	12/5	11/6	{ £1,200 \$25,000 \$12,120}	1,608	1/3 per share for 1906	9 %	\$71
China-Borneo Company, Limited	60,000	\$12	\$12	{ \$25,000 \$10,000 \$10,000}	Nil	\$2 for 1907	112 %	\$103
China Light and Power Company, Limited	50,000	\$10	\$10	{ \$25,000 \$10,000 \$10,000}	\$15,000	60 cents for year ended 31.2.06	...	\$161
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	{ \$25,000 \$10,000}	\$15,000	80 cents for 1907	81 %	\$91
Dairy Farm Company, Limited	25,000	\$2	\$2	{ \$25,000 \$10,000 \$10,000}	\$2,974	\$1.50 for year ending 31.7.07	61 %	\$20
Green Island Cement Company, Limited	400,000	\$10	\$10	{ \$25,000 \$10,000 \$10,000}	\$12,098	Final of 75 cents making in all \$1.50 for 1907	115 %	\$102
H. Price & Company, Limited	12,000	\$20	\$20	{ \$25,000 \$10,000 \$10,000}	\$251	75 cents for 9 months ending 31.12.07	8 %	\$125 buyers
Hall & Holt, Limited	21,000	\$20	\$20	{ \$25,000 \$10,000 \$10,000}	8,917	\$1 for year ending 28.2.08	101 %	\$102
Hongkong Electric Company, Limited	60,000	\$10	\$10	{ \$25,000 \$10,000 \$10,000}	59,331	11 and bonus 20 cts. for year ending 29.2.08	78 %	\$16
Hongkong Ice Company, Limited	5,000	\$25	\$25	{ \$25,000 \$10,000 \$10,000}	54,578	Final of \$1.50 making in all \$1.50 for 1907	8 %	\$16
Hongkong Rope Manufacturing Company, Ltd.	63,000	\$10	\$10	{ \$25,000 \$10,000 \$10,000}	18,191	Interim of \$1 for account 1908	8 %	\$235
Maaitschappij tot Mijn., Bosch en Landbouw	25,000	Ge. 100	Ge. 100	{ Tls. 547,500}	Tls. 17,127	Interim of Tls. 10 for 2nd quarter	6 %	Tls. 552 sellers
Peak Tramways Company, Limited	25,000	\$10	\$10	{ \$25,000 \$10,000}	\$7,471	80 cents on fully paid shares and 6 cents on \$1 paid shares for year ending 30.4.08	6 %	\$14
Peak Tramways Company (new)	50,000	\$10	\$10	{ \$25,000 \$10,000}	None	...	4 %	\$14
Philippine Company, Limited	75,000	\$10	\$10	{ \$25,000 \$10,000}	None	...	4 %	\$14
Shanghai Gas Company, Limited								